

FACT SHEET -- 2004 Regional Transportation Plan: Transportation Finance

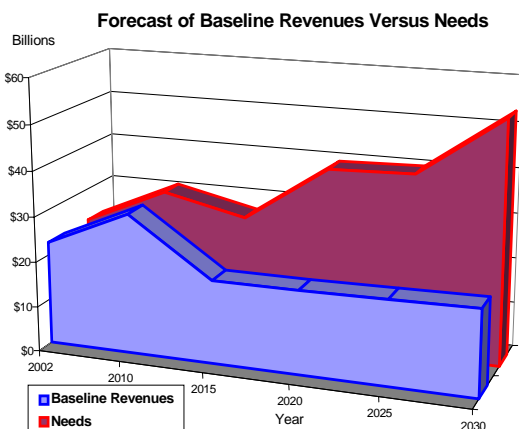
The Challenge: Limited Public Funds & Growing Transportation Needs

How Much Money Is There? SCAG's 2004 Regional Transportation Plan identifies how much money is likely to be available through the year 2030 to support long-term investment needs of the Region. SCAG's forecast of existing local, state, and federal transportation revenue sources (or baseline revenues) for the Region through the year 2030 totals \$120 billion.

The Region's Commitments: Nearly 96 percent of these funds, however, have been committed to capital projects currently included in the Region's Transportation Improvement Program (RTIP), debt service obligations, as well as ongoing operations and maintenance of the existing system. The RTIP is the Region's spending plan for the next six years and includes every transportation project that will receive federal funds or that is subject to federal action.

The Funding Shortfall: The resulting balance is inadequate to pursue transportation improvements critical to accommodating future growth and meeting air quality conformity requirements. SCAG has identified a funding gap of \$93 billion after reviewing key economic and growth assumptions governing existing transportation revenue sources and evaluating investment needs through the year 2030.

Near-term Funding Uncertainties: SCAG recognizes that there are additional near-term funding uncertainties resulting from the state's ongoing budget crisis and dwindling resources for the State Highway Account. Diminishing revenues would severely restrict the timely implementation of capital projects scheduled to be delivered over the next few years.



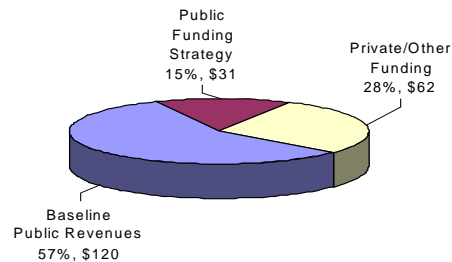
Bridging the Gap: SCAG's Proposed Funding Strategies

Recognizing the limitations of existing transportation revenue sources, SCAG's 2004

RTP recommends the following funding strategies to meet the Region's investment needs through the year 2030:

- Protect and strengthen existing transportation revenues, specifically Proposition 42.
- Continue or impose local transportation sales taxes where necessary and support the amendment of the State Constitution to allow 55 percent voter approval for local transportation sales taxes.
- Adjust the gasoline excise tax rate to maintain historical purchasing power and maximize revenues through pay-as-you-go and debt financing.
- Review methods for collecting revenues from alternative fuel vehicles as may be necessary.
- Initiate Development Mitigation Fee programs as necessary.
- Consider the Feasibility of High Occupancy Toll (HOT) Lanes for New Facilities.
- Pursue user-fee supported project financing for major regional investments where applicable.

**2004 RTP Revenue Sources
2002 - 2030 (\$2002, In Billions)
Total Revenues \$213 Billion**



In total the baseline revenue along with the new funding strategies generate \$213 billion through the year 2030. Approximately \$151 billion is generated from public sources (existing, renewal measures, and increase initiatives) while about \$62 billion is derived from private/other funding sources. Private funding supported projects include Maglev, special purpose facilities, and freight railroad system improvements — debt financed and backed by project-generated revenues. For further details, see Destination 2030 2004 RTP Technical Appendix B.